

NEWS OF THE DAY.

"To show the very age and body of the Times."

Letters from ex-Governor Curtin, U. S. minister at St. Petersburg, state that he recently paid a hurried visit to Sebastopol, and examined the condition of the graves of Americans who fell in the Russian service during the Crimean war. He found that four physicians were buried in one tomb in the old orthodox Church of the Transfiguration. The tomb is surmounted by a monument of red marble, with appropriate inscriptions, to A. A. Marshall, of California; Henry Clark, of New York; D. T. Jones, of Maryland, and C. A. Deininger, of Pennsylvania.

At the New England Dinner given in the Congressional Church at Washington, some nights since, for the benefit of the church, at which Senator Pomeroy presided, Frederick Douglass, among others, made a speech, in which he declared, as a historical fact, that the Mayflower, which brought over the Puritans, subsequently brought over a cargo of slaves.

Yesterday at Cincinnati, a terrible explosion occurred at the gas works. At the time of the explosion the holder contained 450,000 cubic feet of gas. Only one man was injured, and he slightly by the fire, although forty men were at work at the retorts, a few hundred feet away. The loss to the company will be about \$100,000.

The celebrated ex-Mexican General, Santa Anna, formerly President of Mexico, now residing at Nassau, has issued one of his usual "high falutin'" manifestos. The cause of his present grief is that he was included by name in the late general amnesty issued by President Juarez.

There is said to be no truth in the report that Commissioner Pleasanton is an advocate of an advance in the whiskey tax to one dollar per gallon, and the indications are that here will be no change made either in the whiskey or tobacco tax by the present Congress.

The long military order just issued from the War Department, assigning many of the most prominent officers in the service who have not been on active duty for several months to various regiments, has created a stir of indignation among officers who find themselves left out in the cold.

The North Carolina House of Delegates, yesterday, submitted eight articles of impeachment against Gov. Holden, which were sent to the Senate. The court of impeachment will organize as soon as the chief justice is notified and arrives in Raleigh.

The Supreme Court of the U. S. yesterday made two decisions sustaining acts of Congress authorizing the erection of bridges where they have been declared post routes of the United States.

The King of Greece received General Sheridan with the exhilarating remark that he was glad to take by the hand a countryman of George Francis Train. Was this sarcasm?

Recent advices from San Domingo state that the insurrection against President Baz who is headed by Cabral and sustained by the Haytian authorities, is gaining strength.

The report of the second enumeration of the census of Philadelphia shows an increase of but 296 over the figures first reported—673,726.

The Department of Agriculture at Washington estimates the cotton crop of the past year at 3,800,000 commercial bales.

Commodore William H. Gardner, U. S. Navy, died at New York yesterday, aged seventy years.

VIRGINIA NEWS.

A wealthy New York firm has purchased, with a view to a large trade, the Mountjoy Granite Quarry, a few miles above Richmond, Va., on the James river and canal. This quarry is said to be particularly useful for paving.

The steamer Olive Branch yesterday passed through the Dutch Gap Canal with a long tow, being the first vessel since the Canal was cleared out by the great flood.

We regret to learn from Lexington that Governor Letcher is seriously ill with pneumonia.

HEAVY FORGERIES IN NEW ORLEANS.—One of the most remarkable swindling operations that has occurred, not only in this city, but anywhere else, was perpetrated on Saturday upon several banks of this city by a firm styling itself Clayton, Williams & Co., engaged for several months past in the whiskey dealing business, on Delta street, near Gravier.

No body has as yet been able to inform us whence they came or who they were; and their establishment in this city, and apparent success in business, is still a mystery. One thing is positive, they have managed to gain sufficient confidence with our banking institutions to swindle them out of between thirty and forty thousand dollars certainly, and probably more, and then escape with their booty.

If the matter was brought to light publicly only yesterday afternoon, in the "evening papers," it was pretty generally known in certain circles, as early as half-past seven o'clock, at the Opera House, that the name of Commagere & Lambert, liquor dealers, on Magazine street, had been forged on a check for \$1,000, drawn on the Germania Bank, which had been deposited in the Louisiana State Bank by Clayton, Williams & Co. The discovery was made as follows: About half-past four o'clock in the afternoon, after closing time, the runner of the Louisiana State Bank called at the Germania Bank, presenting the check to Mr. James E. Bassard, the paying teller and brother of Mr. Jules Cassard, cashier of the bank, and asking him to "certify" that the check was good—in other words, for those who do not understand these business terms, to certify that Messrs. Commagere & Lambert had a sufficient amount of money or credit in the Germania Bank to meet payment of the check.

Mr. Cassard hesitated for a while and then "certified" the check, but laboring under some suspicion that everything was not right, he sought Mr. Commagere, who informed him that the check must be a forgery. This information was immediately conveyed to the officers of the Louisiana State Bank, who had advanced \$5,000 in cash to Clayton, Williams & Co., on about \$20,000 worth of checks on other banks, deposited by them on Saturday.

Up to last evening, checks amounting to about \$50,000 have been discovered in the several banks in which the swindlers were in the habit of depositing their money, with the names of Herrmann, Vigues & Israel, Edmund Burke, Commagere & Co., and O. H. Karstendiek, forged upon them, and all drawn on two of our banks. The actual loss, so far as we have been able to ascertain, amounts to about \$33,000. The Bank of America is the heaviest loser, to the extent of about \$10,000 overdrawn by the swindlers. The balance is divided among the Louisiana State Bank, \$5,000; Canal Bank, \$8,000; and Citizens Bank, \$10,000.

This singular case will probably involve some of the banks in litigation, considering that in some cases the certificate attached to the checks, not paid, are invalid.—New Orleans Bulletin.

WASHINGTON ITEMS.—From a list published, it appears that four hundred buildings were erected in this city during the present year, costing not less than \$1,500,000. The cost of the whole number was \$3,207,125.

In order to accommodate the public, greatly discommoded by the burning of the market-house, the Mayor has ordered the Northern and Western markets to be kept open every morning until further orders.

Letter from Richmond.

[Correspondence of the Alexandria Gazette.]
RICHMOND, December 19.—In the Senate, to-day, the bill incorporating the Pulaski Bank was passed.

Mr. Herndon presented a bill providing for the payment of 2 per cent interest on the public debt on the 1st of July, and 2 per cent thereafter on the 1st of January and the 1st of July of each month, until further legislation; this, however, not to prejudice any settlement we may seek to have with the State of West Virginia, which settlement is sought by means of arbitration. The bill provides that if upon the 1st of July, 1871, there is not sufficient money in the Treasury to meet the interest ordered to be paid, then the Treasurer is authorized to borrow a sum sufficient for that purpose, in anticipation of the receipt of taxes.

Mr. Fitzpatrick introduced a bill tending to the bondholders of the State of Virginia a settlement of the debt so far as the present State of Virginia is concerned, upon a basis of fifty cents on the dollar, principal and interest, in coupon bonds, the interest on which is to be paid semi-annually, and the coupons to be receivable when due in settlement of all taxes and dues to the State. It provides further for the payment of the debt, when so funded in thirty-four years, by creating a sinking fund for that purpose and leaves each creditor free to obtain from West Virginia such portion of his debt as that State may or will assume.

The bill authorizing the construction of a branch of the Atlantic, Mississippi and Ohio Railroad to Richmond, with the privilege of using the Petersburg and Danville roads, was passed with but two dissenting votes.

The question of the appointment of arbitrators to adjust the public debt of West Virginia was considered and various propositions submitted, all of which were finally referred to the Committee of Courts of Justice, who are expected to make a report to-morrow or next day. The question just now is the only topic of interest before the Senate, and will elicit a protracted discussion on account of the contrariety of opinion of the members.

In the House of Delegates, the bills passed by the Senate on Saturday were taken up and referred, except the bill tending the time of the land assessor of Frederick county, which was placed upon the calendar.

The bills authorizing subscriptions to the stock of the Virginia Telegraph and the incorporation of the Harrisonburg and Franklin Turnpike Company were reported from committee.

A bill amending the charter and changing the name of the Alexandria and Fredericksburg Railroad Company was reported to the House. This bill states that all the restrictions heretofore imposed upon the Company and allows the construction of a road from Washington to Richmond.

A very large number of bills, mostly looking to amendments of the code in various particulars, were reported to the House from committee. Among the bills, resolutions, &c., presented were: to provide for the payment of the salary of Judge Richard Parker; relative to the proceedings between landlord and tenant; empowering the sale by trustees of the State; and to amend the act relating to the collection of taxes in the flooded district was defeated.

The bill authorizing the Board of Public Works to sell the State's interest in the Orange, Alexandria and Manassas Railroad to the company was taken up, and an amendment proposed by Mr. Budd, of Loudoun, providing that if four months after any installment fall due the company fail to meet it, they shall be debarred from the benefits of the act and forfeit all previous claims to the road.

The House refused by a vote of 52 to 68, to reconsider the vote by which the bill to suspend the collection of taxes in the flooded district was defeated.

The joint committee of the two houses of the General Assembly have concluded their consideration of the assessment bill, with the exception of the clause referring to the taxes upon cotton which will be acted upon to-morrow.

The bill provides a tax of 50¢ on the \$100 of the assessed value of "valuable" real estate, and a rate upon a few, such as billiard saloons, &c. This bill is prepared with reference to a payment of 1 per cent interest, upon the public debt, which will be acted upon to-morrow.

Col. Pendleton, of Botetown, chairman of the joint committee on schools and colleges, this morning received a letter from Gen. J. A. Garfield, one of the trustees of the Hampton Normal and Agricultural Institute, asking that the portion of the college land scrip given to the State by Congress be assigned to that institution.

In the course of his letter he says:—"Whatever difference of political opinion there may be in Virginia, he feels quite sure that all parties will agree as to the propriety of teaching the colored race how to work intelligently, how to make themselves self-sustaining, wealth-producing citizens." He further says: "I hope the day is not far distant when Congress will give material aid to the Southern States in the work of bringing up their school system; and I am sure it is wisest to do so."

Col. Pendleton, in reply, says: "It gives me much pleasure to say that the committee of which I have the honor to be chairman, but all the members of this General Assembly and the people of Virginia generally feel a lively interest in the education and elevation of the colored people in our midst, and will be found all times ready to promote the desirable objects in every reasonable way."

[For the Alexandria Gazette.]

Notes from Fairfax.

With the prospect of soon having the Alexandria and Fredericksburg Railroad located through this part of our county—some description of the section lying southwest of and adjacent to Alexandria may not be out of order—and may comparatively prove of interest to those who have long been "hidden in darkness" regarding the relative merits of our surroundings. It would of course be presumptuous to compare our lands, worn out by the long course of irregular and exhaustive farming—which characterized the former owners and occupants—either with the fertile soils of the limestone regions of the valley, or of the alluvial soil of the river bottom of the State; but we claim that by a judicious system of cultivation, our lands can be made equally as productive as the best lands of the State.

With the application of fertilizers as used in all sections, our lands have produced from fifteen to forty bushels of wheat to the acre. Grass grows most luxuriantly; and some farmers are making it their staple crop. Clover seems to spring up spontaneously; and shows the natural quickness of the soil to receive and retain improvement. The soil from its cultivation in that most exhaustive crop—tobacco, (which in former years was carried on to a great extent) had, naturally, carried off from it, those elements, which are most essential to the successful production of a crop; this is evidenced from the extensive pine forests to be found; showing the absence of phosphate, which we find abundant whenever clearing up the original growth; (oak, hickory and other hard woods); and placing the land under cultivation. Application of lime—either oyster shell or stone, the former the best, has been found to be of incalculable and permanent benefit; this with formerly worn from \$5 to \$10 up to \$50, and even \$60 per acre. The soil in this section is almost entirely light loam; rendering it easy of cultivation and peculiarly retentive of any improvement applied to it; approaching very much in its composition the loamy soil of New Jersey. It is singularly adapted to the culture of fruits and vegetables, which with its nearness to the markets of Alexandria and Washington, offer great inducements for those intending to engage in such pursuits. Search the country over and no healthier section can be found; with the purest water and atmosphere, we bid defiance to those searers of our river neighbors, chills, and fever and ague. No epidemic has ever visited us within my knowledge; and in corroboration of this health, I may mention,

that we have two or three centenarians in the neighborhood; and quite a number who are enjoying their threescore years and ten, with the prospect of quite a number more.

In conclusion, I will add, that to those seeking a home, where health and a kind soil combined with a good neighborhood and the advantages of the Alexandria and Fredericksburg R. R., most assuredly must give us, there can be no more desirable point of attraction. Any and all honest, industrious, peaceable disposed persons will most undoubtedly be welcomed amongst us. AGRICOLA.

Fairfax county, Va., Dec. 17, '70.

[COMMUNICATED.]

Please publish the enclosed bill for the information of the public and especially of the members of the City Council who will have an important matter before them on Tuesday next.

Another amendment of the charter of the so-called "Alexandria and Fredericksburg Railway"!!

This bill shows the same skillful hand, which, though not ostensibly an officer or manager of this company, has from the first been the master mind in all its schemes to circumvent the people of this State and lay their interests at the foot of a gigantic monopoly, which does not hesitate and never spares its purse, to accomplish its purposes through the agency of willing, though they may not modest, to advocate measures as ardently as some of their co-peers might think more expedient.

It would almost seem by the 4th section of this bill, that this company and its agent or agents had become ashamed of the *lie* perpetrated in its old title of *Fredericksburg Railway* and now propose to call it the "Washington, Alexandria and Richmond Railway Company."

It would be well if they should drop the entire mask and strike out the word *Alexandria* from the title.

Could they not find some super-serviceable member of the House of Delegates, who, for an adequate compensation, would even carry through this amendment, and then Alexandria as well as Fredericksburg would not trouble this patriotic corporation, which has come into the State "to do good" to its people.

Mark the skill displayed in preparing this bill.

In the first place the bill says, "the said railway company under the provisions of the original act and act amendatory thereto, be, and they are hereby authorized to survey, locate, construct, maintain, equip, and operate a railroad from the Virginia State line, in the county of Fairfax at or near the Long Bridge, through or near the city of Alexandria."

Having been so successful in cajoling the members from Fredericksburg, Prince William and Stafford in the original bill, they now make an ominous gathering of eight counties, thinking doubtless that the delegates of these eight counties will snap at the bait like gudgeons, each man hoping his county will come in for a slice of the plum cake which these generous Pennsylvanians are cooking up, to gratify the hungry mouths of southerners, who are so ready in want of the sustenance they have so liberally distributed in their own State and now are anxious to do the same for the once proud Old Dominion.

The phraseology and provisions are marvelously liberal to this corporation.

The first section allows them to go through any of these eight counties "into the city of Richmond by such route as said company may deem most eligible, and with the right to construct a branch road at any time," (50) construct a branch road if they choose "to or near Mathias" Point on the Potomac river; and may connect their said route or either of them, at the most available point, with any other railroad, now or hereafter constructed in any or either of the counties herein named, and if needed, are authorized to construct the necessary branch road therefor.

Our worthy and excellent Governor will see how promptly his suggestion of a "general free railroad law" has been seized upon; he also says in his message, "whenever a railroad, or a canal, or a transportation company is needed, and people (native or foreign I suppose) can be found, who will invest the necessary capital, let the enterprise be organized and completed."

This company has taken him at his word and this bill giving boundless authority to this gigantic foreign corporation to do "as seemeth good in their own eyes," are to control all the tide water counties to suit their appetites for gain.

But the third section of this bill is the chief d'œuvre of skill, in the hands of its astute framers.

After stating that the capital stock shall not exceed three millions, and the shares "may be issued, sold and disposed of by them from time to time in such manner as may be determined upon by the Board of Directors, and may receive loans in payment of stock, or by lease or purchase, and to sell, lease, mortgage, or otherwise use or dispose of the same as may be deemed best to promote (what, not by the good of the State or people, but) the interest of the company."

Wheugh!! A Stewart in the amplitude of his schemes, could not have framed a bill so utterly regardless of all legislative guards, for the protection of the interests of the State, as has been done by the framers of this bill.

The third section of the bill provides for the power to borrow money, issue bonds and makes the bonds convertible into capital stock "at the option of the bond holders."

The 4th section as stated in my opening remarks changes the style and title of the company to the Washington, Alexandria and Richmond, and "shall be subject to all the provisions of the Code of Virginia, applicable to such corporations, not heretofore repealed or amended."

Query—what provisions of the code are left after granting the general and sweeping provisions to this company by this act? The code, which we restrain the indignation roused in my mind, by the consummate arrogance of this soul-less corporation, and scarcely credit the belief that any son of this old Commonwealth should have the hardihood, to present it for the consideration of his brother members.

In the language of the immortal poet, Pope: "Who would not weep, if Atticus were he." Change Atticus to any other name so venal, as to be entitled to take its place.

A BILL to amend the charter and change the name of the Alexandria and Fredericksburg Railway Company.

Be it enacted, &c., That the act to incorporate the Alexandria and Fredericksburg Railway Company, approved February 3rd, 1861, and the act amendatory thereof, approved June 4th, 1870, and any other acts relating thereto, be amended to read as follows:

Section 1. That the said railway company, as now organized under the provisions of the original acts incorporating the same, and act amendatory thereto, be, and they are hereby, authorized to survey, locate, construct, maintain, equip and operate a railroad from the Virginia State line, in the county of Fairfax, at or near the Long Bridge, through or near the city of Alexandria, and through the counties of Prince William, Stafford, King George, and Spotsylvania, to the city of Richmond, by such route as said company may deem most eligible, and with the right to construct a branch road at any time from some point on its line in either of the counties of Stafford, King George, Spotsylvania or Caroline, to or near Mathias Point, on the Potomac river, and may connect their said roads, or either of them, at the most available points, with any other railroads now or hereafter constructed, in any or either of the counties herein named, or adjacent thereto; and, if needed, are authorized to construct the necessary branch road therefor.

Section 2. The capital stock of said company shall consist of not exceeding thirty thousand shares, of the par value of \$100 each, and may be issued, sold and disposed of by them, from time to time, in such manner as may be determined

upon by the board of directors thereof, and may receive loans in payment for said stock, or by lease or purchase, and to sell, lease, mortgage or otherwise use or dispose of the same as may be deemed best to promote the interest of the company.

Section 3. The said company shall have power to borrow money, not exceeding, in amount, its authorized capital stock, and to issue bonds therefor, either coupon or registered, bearing interest not exceeding eight per cent. per annum, convertible, if deemed desirable by the company, into capital stock, and may, at their option, secure the same, or portions thereof, by mortgage or mortgages, of the whole or portions of their corporate property and franchises.

Section 4. The corporate name of the said company shall be, and it is hereby, changed to The Washington, Alexandria and Richmond Railway Company, and shall have and be subject to all the provisions of the Code of Virginia applicable to such corporations, not heretofore altered or modified.

Section 5. The said company shall be required to complete their main road within five years.

GEN. LEE'S GRAVE.—The remains of Gen. Lee lie without a tombstone. It is proposed to erect a sarcophagus over the body of Gen. Lee. Mrs. Lee has requested Mr. Valentine, a talented artist, to prepare the design for a recumbent figure, and a model will be made representing a sleeping figure wrapped in a warrior blanket, lying, as Gen. Lee often lay, on bright nights, beneath the stars. The cost of such a figure, with the accompanying sarcophagus, would not be a tenth or even a twentieth of the cost of a handsome monument.—The expense could readily be borne by two or three cities, and the example set by St. Louis, it properly followed up, would soon be the means of procuring whatever was necessary for the work.—Balt. Gaz.

ALEXANDRIA MARKET, December 20.—The

market for Wheat is active; receipts are fair, the bulk of the offerings being of inferior and medium qualities; no strictly prime or choice samples were offered; 3336 bushels red were offered, and sales made at 110, 120, 121, 122, 123, 130, 137 and 142; small offerings of white sold at 125 and 135. Corn is active, but prices have not materially changed; offerings of 3000 bushels mixed, and 46 of yellow, with sales of the former at 63, 64 and 65, and of the latter at 64, 65 and 66. Rye is unchanged; sales of offerings previously reported at 75. Oats are steady; offerings of 675 bushels, with sales at 33, 43 and 44—first figures for damaged.

MARINE LIST.

SUN ROSE..... 7 15 MOON RISES m'g... 4 64
SUN SETS..... 4 41

PORT OF ALEXANDRIA, DECEMBER 20.

ARRIVED.

Schr. Henry Finch, Bunnell, Jersey City, to American Coal Co.

SAILED.

Schr. Maria Pierson, Grant, Jersey City, by American Coal Company.

MEMORANDA.

Schrs S L Simmons, Candish, hence for New Haven; P M Wheaton, Barrett, for Allin's Point; Cordelia Newkirk, Huntley, for New Haven, and A J Bentley, Robinson, for Allin's Point, passed through Hell Gate 17th inst.

Schr. Mary Riley, Lozier, for Providence, hence at New York 18th inst.

MARRIED.

On the 15th of December, 1870, at the M. E. Parsonage, by Rev. Mr. Haynes, JAMES H. MANSFIELD to Miss MISSOURI PATTON, both of Alexandria, Va. No card.

In Alexandria, on Wednesday, December 14, by Rev. Chas. H. B. Baker, J. O. O. ADAM to Miss MATTIE P. BRUIN, both of Loudoun.

The Methodists of Manassas are to have a Christmas Tree Festival on Christmas Eve, at the residence of the late THOMAS S. WATERS, an Anniversary of the late Sabbath School on Christmas Day, with an address from Hon. Roscoe G. Greene, of Petersburg; and an Oyster Supper and Festival on Friday night, December 30, to pay for their new Cabinet Organ.—Manassas, Dec 17—ed.

THE UNDERSIGNED having qualified before the Corporation Court as Administrator of the estate of the late THOMAS S. WATERS, hereby gives notice to all persons who are indebted to the estate that they will be required to make payment, and to all persons having claims against the estate to present their bills properly vouched for settlement.

Dec 20—2aw1m JNO. B. SMOOT.

SIXTY-FIVE FIRST PRIZE MEDALS AWARDED.

THE GREAT SOUTHERN PIANO MANUFACTORY.

WM. K. NABE & CO.,
Manufacturers of
GRAND, SQUARE & UPRIGHT PIANOS.

PORTER, BALTIMORE, MD.

These Instruments have been before the Public for nearly Thirty Years, and upon their excellence alone attained an unparalleled prominence, which pronounces them unequalled.

combines great power, sweetness and fine singing quality, as at great price of introduction, and sweetness throughout the entire scale.

is pliant and elastic, and entirely free from the stiffness found in so many Pianos.

TOUCH.—The WORKMANSHIP they are unequalled, using none but the very best seasoned material, the large capital employed in our business enabling us to keep constantly an immense stock of lumber, &c., on hand.

All our SQUARE PIANOS have our new improved Overstrung Scale and the Agraffe Treble.

We would call special attention to our late improvements in GRAND PIANOS and SQUARE GRANDS, Patented Aug. 14, 1866, which bring the nearest perfection than has yet been attained.

Every Piano Fully Warranted for Five Years.

We have made arrangements for the Sole Wholesale Agency for the most celebrated PIANOS, GRANDS and SQUARE GRANDS, which we offer, wholesale and retail, at lowest factory prices.

WM. K. NABE & CO.,
Baltimore, Md.

THE UNRIVALED
AMERICAN
DOUBLE
TURBINE
WATER WHEEL
Mill Gearing, Shafting & Pulleys
STEAM ENGINES & BOILERS
POWERS & REND, BALTIMORE, MD.
Send them a Circular.

IF YOU WANT SECOND HAND FURNITURE go and see

WM. H. DEVAUGHAN,
119 King street.

IF YOU WANT A GOOD AND CHEAP MATTRESS call on

WM. H. DEVAUGHAN,
119 King street.

IF YOU WANT FURNITURE MADE OR REPAIRED or old chairs re-caned go to

WM. H. DEVAUGHAN'S,
119 King street.

FAIRBANK'S SCALES—Counter, Platform, Lever, &c.—

JAS. F. CARLIN & SONS,
63 King street.

FOR GOOD HOME-MADE FURNITURE call on

WM. H. DEVAUGHAN,
119 King street.

NEW CROP OF BIRD SEED just arrived

N at 201 King street.

BUTTER and EGGS for sale by

dec 17 J. C. MILBURN.

CLOTHING, &c.

SEVENTH H. B. SEVENTH
AND D. H. B. AND D.

OUR CLOTHING

Is in every respect so superior, that we may safely style it the

"CLOTHING OF THE PERIOD."

FOR FALL AND WINTER.

1870-1871.

READY-MADE CLOTHING.

Best Material. Best Workmanship. Lowest Prices. Best Styles. Everything.

CLOTHING MADE TO ORDER.

Fine Piece Goods. Greatest Variety. Skillful Cutters. Careful Makers.

YOUTH'S AND BOYS' CLOTHING.

New Styles. Tasteful Garments. For all Purposes. For all Ages.

GENTS' FURNISHING GOODS.

Collars and Cravats. Shirts and Suspenders. (BEST SELECTED STOCK IN THE CITY.) Handkerchiefs and Under Garments.

Orders received from all parts of the country, and promptly and satisfactorily filled. Samples sent when desired.

HABLE BROTHERS,

NORTHWEST CORNER SEVENTH AND D STREETS,

[Intelligencer Building.]

WASHINGTON, D. C.

Washington, Nov 26—1m

FOR CHRISTMAS.

GOD, BLESS THE CHILDREN.

Would you your children bless, And on their hearts impress Hours full of happiness And of joys:

Help now their glee and mirth, As they gather round the hearth; Nor let there be a dear Of their Toys.

At GIBBS get Dogs that bark, Soldiers, Drums and Noah's ark, Hobby Horses, Dolls and Larks, Boys' Wheelbarrows.